HORSE AND WHEEL IN THE ARMY

Another Invention Designed to Increase Speed-Wheel Fever Among Statesmen-League Membership -Home Doings.

The military bicycle test between Ner York and Washington more than made good the requirement that the distance of 249% miles should be covered in twenty-four hours. It is said, however, that General Ruger is still unassured that it will be possible to bring the bicycle into general use in the

There is good reason for his lack of confidence, declares the New York World. The bleycle as it exists today is perhaps the best means of taking healthful exercise ever invented, but its limitations are soon reached. Better than a horse on a smooth and level road, capable of almost unlimited speed down hill, it is much inferior to walking on a hilly road, where the up grades are frequent and scep. On a "dirt" road in the naval candition of country roads a mule is much and scep. On a 'dirt' road in the usual condition of country roads a mule is much more comfortable, more reliable and in the long run faster as a mount. Across country, where footpaths are centinually runing into wire fences, the bleycler is worse

All such inconveniences and shortcomings are not to be mentioned when the whiel is considered as an instrument of pleasure and considered as an instrument of pleasure and everyday usefulness, but in the rough coun-try where battles are usually fought no gen-eral is likely to risk the fate of the country on a bleycle message while the telegraph, the

railroad or a horse is in reach.

The bicycle of the present is never likely to be generally used as a mount for troops. The bleycle of the present is not that of the future, however. The twentleth century wheel will undoubtedly be driven by a motor. A SPECULATIVE PACE.

Fifty miles an hour on a wheel. Fifty miles an hour on a wheel.

This is the astonishing claim now put forth for a new lever chain now undergoing the experimental tests in England. It is known in the bicycle world as the Simpson lever chain. All England is agog over it. It has been the past three months the talk of all the bicycle trade naners and of all the has been the past three months are can all the bicycle trade papers and of all the bicycle mechanics and factory superintendents on two continents. The cranks have all taken sides on the question whether the Simpson chain is or is not the wonder the world of cycling is awaiting to give the final wizard track which shall make the perfect wheel.

touch which shall make the perfect wheel.

Bicycle makers all agree that the next great improvement will be in the chain. The Simpsonites claim that they have solved the riddle, and they show extraordinary time records to prove it. The anti-Simpsonites claim that the Simpson chain is not based on good mechanics and is therefore useless. The Simpson chain aims to give greater driving power without increased effort. It is assumed that the reader, whether he is a cyclist or not, understands what sprockets are orgenst or not, understands what speckers are and what is their function. In wheels equipped with the Simpson chain there will, of course, be two sprockets. The forward sprocket, or driving wheel, will be the same as is now used. The rear sprocket will be

greatly different. This sprocket will consist of two opposite halves. Each half or side will have eight teeth, as now, but the teeth will be cut on a new plan. There is a little hollow between each pair of teeth, which will engage the links of the chain as it rolls along over the sprocket. It is twice the size of the ordinary sprocket and has more teeth. It permits the chain to revolve about a larger radius, there-by increasing the driving power of the chain. It does this with the exercise of no more power on the pedals; in fact, with the same power on the pedals as is now exerted by the average rider, he can drive his machine harder and faster, the chain and sprocket re-volving the wheels with a greatly increased force, which may be multiplied in direct pro-portion to the strength and skill of the rider, since power and speed are interchangeable.

This large sprocket will really give the bi-cycle a higher gear, but without calling for more driving power. It is claimed that it will give the equivalent of a gear of eighty-four on

WHEELS AMONG STATESMEN.

This thing of riding a bleycle is getting to be a great fad with the statesmen, says Washington Post. Senator Chandler is the

The fever seems to have struck the senator when he was whiling away the long summer days in his New Hampehire home. Every day, through the streets of picturesque Conthere passed a procession of bicycles bound for the mountains or the lakes to the north of the senator's city. They excited his admiration and stirred his soul. Once more the icher of youth coursed through his vein swift moving wheels harm-nized with his nervous, active temperament, and tured him on to conquer hills and roads. He yielded. It was not long before he had learned to mount the gilant steed with graceful agility, and then nothing could keep him out of the saddle. All that energy which had hitherto been directed toward making things unpleasant for the democrats in the senste, and which, during long months of congre-ronal vacation, had become stored up in him, went out through the soles of his and communicated power to the ball bearing pelals. In three short months the faithful and accurate cyclometer recorded over 400 miles traversed, but even the cyclometer could not tell of the glory of mountains climbed or long, tiresome tags through sandy

attoms or the glow which had come to the cheek by battling against the wind. Senator Chandler's bicycle has been trans ported all the way from New Hampshire to washington. It is now in the spare room of his home on I street. Some of these days a figure will be observed flying like Mercury down the avenue. It will halt not for cable cars, nor by dismayed by the steep hill which leads to the building with the great white dome. It will be as swift as the wind and as proturesque as Pegasuz. It will come sail-ing up to the senate entrance of the capital, a thing of gladsoms beauty and a record-

It will be Chandler on his bicycl-,

LEAGUE MEMBERSHIP. The year now rapidly closing will be a reord-break'r for the Largue of American Wheelmen. The best previous record was 1893, when 36,979 were enrolled. Today it is 27,374, an increase of 369. The standing and comparisons with other years follow:

STATES.	1892.	1594.	1895.
Atabama	207	42	43
Arisona	018		114
Arhannia	28		208
Colorado comencionement	611		550
Connecticut	2,217	1,160	945
Delaware	17	13.	22 78
District of Columbia	2012	12	13
Florida	42 152	30	
Geotgia	3.02	563	12
Idaho	2.511	1.666	1.561
Illinola	581	242	225
Indisco	621	576	700
Kansas	221	214	445
Kantasky	610	157	470
Louislana	21	- 14	11
Maine	431	377	482
Mary land	6347	7.87	626
Mussichusetta	(C.20T)	5:007	0.881
Michigan	1.100	(500)	60.2
Minneauta	4.32	214	240
Mississippi	6	102	78
M'ssouri	865	69)	1.470
Montana	120	47	13.3
Nebraska	2010		2100
Nevada	3.0	- 6	193
New Hampstaire amountains	270	2451	
New Jorney	2,910	1.450	2 418
New Mexica	27	31	22
New York	4,572	3.14%	9,522
North Carolina a	42.4	62	26.3
North California	720	470	550
North Dakota	71	12	24
Ohlo	2.245	1,614	1.60
Cikiahama	83	1.0	A1.
Office W	4.337	2 252	8
Pennsylvania	9,535	450	4.112
Rhode Leland South California	217	100	217
South Carolina	40	13	
South Dakota	100	9.7	218.7
Tennesses	119		90
Texas	2014		247
fish	76	87	257
Vormont	311		29
Virginia	3.79	1 11	107
Washington	110	115	52
W t Virginia	3.95	1571	1 (45)
Winconsin accessors	490	890	2.011
ALC: UNIVERSITY OF THE PARTY OF	100	1227	1717 (3.5)

high five, while others enjoy d a good smoke and passed the time in pleasant conversation. Hosford told us how he once bid eleven on the ace and queen and made fourteen; Daxon said he had once bid five with six trumps in hile band and had failed to score a single point, and—so it went for an hour.

Promptly at 10 o'clock Captain H. K. Smith formed the grand procession and forty loyal Touris's filed into the large banquet hall. As we were standing behind our chairs, awaiting the signal from Captain Smith, a lady and gentleman peeped in the window, the lady remarking to her escort: "I wonder who all those nice young men are?" Before the gentleman could reply the Tourista gave that old familiar war cry: that old familiar war cry: Who are we?

We are the Rub-a-dub-dub, Tourist Whest Club, O-Ma-Ha!

tained.

The toasts were responded to as follows: "To the Season of 1895," by John D. Howe, "Club Mates and Club Runs," by W. C.

To the Bloomer Girl," by C. M. Russell,
"To Our Centurians," by John Hynes.
"Omaha Clubs," by M. O. Daxon.
"Our Guests," by W. J. Clair.
"To the Season of 1896," by N. W. Fitch.
The Iollowing was received from "Bo

our unknown friend in far-away Ohio: GREETING TO THE TOURISTS.

The chivalry which you possess
Hath made me bold to greet you,
But this intrusion, I confess,
Demands the greatest measure. But knowing well a sincere friend Can't be deemed intrusive, I'll make the trial, and d-pend Upon this fact conclusive.

Now as King Winter calls a step To cycling for the season. Be glad your wheel's not in some shop, For quite another reason.

And as the best time of the year is rapidly approaching. I hope a hist to make things clear, Will not be thought encroaching.

Your "best girl" is the one, my boy, To gladden with a present, So fill her heart with love and joy, By making Christmas pleasant.

A 'cycle neat of great renown, Is just the gift to catch her; There's not a maid in this whole town That could refuse you then, sir. Your banquet, friends, held here tonight,

I hope may prove an agent, In after years to give delight When you review this pageant. May all the boys assembled here, Ne'er know a single sorrow; And may each heart ne'er know a fear Of joy lost with the marrow.

May life for each be one long chime, Of joy and love most tender; And, at the close, may life's decline Bring everlasting splendor.

Among those present waret Mesars Par-ish, Smith, Newcomb, Hansen, Hynes, Daxon, Kingsley, Howe, Peterson, Marsh, Jackson. Bell, Culley, Sancha, Clair, Russell, Spencer, Charles and Will Barnum, Harding, Gold-grader, Fester, Noyee, Erlon, Truax, West-berg, Flescher, Milhouse, Hosford, Coultre, Bouk, Curz, Cormick, Mickle, Kilby, Swo-bola, Fitch, Neale, Kursell, Gunther, Olerich, Vandarberg, and Masser, Darson and Barriok Vandenberg, and Messrs. Parsons and Patrick of the Ganymed's, and Mr. W. B. Walker of the Kearney 'Cycle company,

It was exactly 12 o'clock when the keys were turned over to Mine Host Reed, and with three cheers and a tiget the fifth anaual banquet of the Tourist Wheelmen passed into history as the best they had ever en-joyed, or, as Howe facetiously remarked: "Gone-but not forgotten!"

Leaves from a Tourist's Note Book. What has become of the Columbia club, the Young Men's Christian association club and the Turners? The Tourists would be pleased to hear a few squeaks from their pen occasionally, just to lit us know they are alive. The war cry now is, "Ho! for Chicago! Thanks, boys, but it's always colder in Chicago than it is in Omaha.

Your ear a moment, Captain Smith, To whom was the prize awarded for obtaining the highest number of members during th

is said to be getting along as well as could be expected and hopes to be out in a short time. When he regained consciousness and found his upper lip hanging by a ringle thread he remarked, "A effect in time would have saved all this trouble." No sooner has the Tourists heard of the accident than they passed the hat and soon raised a few deliars something the boy appreciated very much With over 100 names on Secretary Newomb's books, all in good manding, we see no ason why the Touriste should not be able muster a large force for the first run in ter 150 when Bugler Toozer sounds "boots and saddles" next May?

Rev. J. M. Wilson of the Castellar Street resbyterian church is talking of organizing club next year from among the members of its congregation, his object being to have lub runs during the week days and to disourage, as much as possible, the Sunday

Let's see, wasn't it along in July so me, when we had that boat ride at Court land beach, that we heard Dave O'Brien say semething about a mortgage he held on the entury medal? Bet er send in your list as we'd like to have this mortgage lifted before it rains.

curprise the nativee by sending the largest delegation of wheelmen to the '96 meet that ever crossed the Missouri. This is only a rumer, however; they haven't started yet?
Who said that Bouk had his eye on that "booby prize" last July? Just cast your eye over the list published in last Sunday's Bee and see how close he came to winning it. Twas a close shave, but—he missed it!

Notwithstanding the fact that the Studebaker Wagon company has denied time and time again that it intends to "flood the with cheap wheels for next year.

Did you know that Omaha has a "eyelo row?" Just jump on your wheel and take a of the prominent ones are members of this apin up Fifteenth street any pleasant afternoon and you will find Mickle standing is one local show only, which will interest a prosdoor, Walker in the next. Vandenberg in the next and Russell on the curner of the alley. Some say that "Van" is the fastest talker in were to have a show with, say, three or four the lot, but the others are learning protty manufacturers and the balance agents, as fast, at least you'd think so if you ever get exhibitors.

the four in the same nest. "Mr. and Mrs. Randall have tendered their "Mr. and Mrs. Randall hay tendered their resignations as members of the Tourists!" The above remark fairly staggered me when I heard it, and it was not until I had seen and talked with them that I would believe a word of it. Perhaps they may both be induced to change their minds, but if they do not, the Tourist Wacelmen will loss two of the best members they have ever had on the rolls. Mr. and Mrs. Randall have done much for the Tourists; their house has also the role. Mr. and Mrz. Randall have dine much for the Tourists; their house has always been thrown wide open to club members and their friends; they were always ready and willing to change in and push anything that could be for the best interests of the Tourists, and the coly man that ever ent rod the "Pump House" and found the latch string on the inside was carried across the river and turned looss on lows soil. Many and many a Tourist will remember how kind oth a the "Punn House" and in the sad-ile, for it anyone happened to pick up a nail or lose a pedal, he was always the first one o stop and effor his assistance. When at

ies were seared at the tables, some playing Centuries Made by Colonel Jenkins, high five while others enjoyed a good smoke Following is a memorandum of the Following is a memorandum of the enturies made by Elmer Jenkins during the c nturies made by Elmer Jenkins during the summer, with the names as he made them and time of some, as he did not make a complete record of the time of all:

1. "My first century in Omaha." Tekamah, July 17, 1895.

2. "My second effort." Tekamah, July 19, 1895.

3. "Sabara desert ride." Tekam.
Missouri Valley, July 29, 1895.
4. "Not three times and out."
mouth and Glenwood, July 22, 1895.
5. "Hottest day on earth." Telle 24, 1895.

5. "Hot and wet century." Missouri Valley and Glenwood, July 26, 1895.
7. "Awfully tiresome century." Hooper, July, 27, 1895. 8. "Humped back century." Tekamah,

8. "Humped back century." Tekamah, July 21, 1895.
9. "After the record." Tekamah, August 3, 1895. Allow me to say here that I did not get the record by an hour at this trial. 10. "Only hilltop century." Blair and Plattsmouth, August 6, 1895. 11. "My last century." Tekamah, August 7, 1895.

12. "Run away century." River Sloux, August 10, 1895. 13. "A corker century." Fremont and Plattsmouth, August 14, 1895, 14, "Under the weather."

August 16, 1895. 15. "Heap mud century." Tekamah, August 18, 1895.
15, "The Tekamah record," Tekamah,
August 21, 1895. Allow me to chip in again
with the acknowledgment that I did get the
record this time by a small margin. Time,

17. "Longsome forage century." Tekamah, August 23, 1895. 18. "Over and over again." Blair and Blair, August 26, 1895.
19. "Misery has company." Hooper, August 27, 1895.

20 "A wonderful century." No wind;
Tekamah, August 30, 1895.

21. "Night hawk century." Tekamah,
August 31, September 1, 1895. 22-23, "Omaha'a first double." Stoan, September 7 and 8, 1895, Time, 20:15. 24, "A flying trip." Tekamah, September

23, 1805. 25. "A shiver century." Tekamah, Sepember 27, 1895. 26. "Pleasant spin century." Tekamah October 2, 1895. 27. "My hardest century." Missouri Valley and Glenwood, October 4, 1895. 28. "Mountain climb century." Hooper,

October 6, 1895. 29. "Walk back century." Randolph, October 13, 1895. 30. "An ley October 18, 1895. century." Tekamah,

October 18, 1895.
31. "A triple failure," but the record broken. Tekamah, time 190 miles 7:19 and 50 miles 2:45. October 19, 1895.
32. "A club century race," Tekamah, October 29, 1895.
33-34. "Two times a century," and my former lowa record broken. Time, 17:52. River Sioux and Red Oak, October 28, 1895.
35. "Chills and fever century," Tekamah, November 4 and 5, 1895.
36:37. "What have I done" to — 's time? 36-37, "What have I done" to --- 's time?

Tekamah, November 19-11, 1895. Time, 15:12, 38, "Nearing the finish." Tekamah, Noos. Nearing the miss. Tekaman, November 16, 1895.
33-40, "A weary waggles ride." Tekaman, ime, 18:10, November 17 and 18, 1895.
41. "Another effort." Tekaman, November 18:10, November 19:10, 42. "Additional effort." Takamah, No-

Mr. Jeekins remarked to the Tourist man Mr. Jeekins remarked to the Fourist man.
"I would just like to tell you what I have endured and ouffered in this contest, but have no time, so will let it slide, but you don't eatch this chicken in another contest.

Whisperings of the Wheel. There has been a great deal of talk among race promoters, dealers, racing men and wheelmen in general of late in regard to forming a state racing circuit for next season, to nclude such towns and cities as might wish join. Interest in cycle racing in this state has increased over 100 per cent in the past three years, and as the coming season is being looked forward to as the banner one in cycle racing history, it would be a capital idea to form a circuit to include lowa, Kansas and Nebrasko. Iowa had a state circuit last season, which, while started late, was nevertheless a success, and there is no reason why N braska should let Iowa get ahead of her. The three states above mentioned each have a great many quite promising racing en, and a tri-state circuit would give them chance to all get tegether and show their erits. If puch a circuit were formed in would be necessary to begin work on the matter at once and when the racing season pens in June have everything in readiness o go nhead. It would be a good idea for the ague of American Wheelmen racing boards these states to take the matter in hand. It ould tend to increase interest in the sport and thereby benefit the league materially. Among the cities in Nebraska that would join Omaha, Lincoln, Keatney, Grand Island, rement, Wayne, Beatrice, Superior, Pairfield. Blair, Geneva, Platismouth, Hastings, Saward and York. Somebody start the "ball rolling."

o the city during the past week. He had sveral of his '96 madels with him, which he shibited at the Ak-Sar-Ben Cycle company store. Mr. Walkir says that his factory will have no trouble in furnishing wheels this year, as they have all materials contracted or and the factory (which, by the way, is Jebraska's first and only cycle factory) will on night and day after January 1.

When the committee appointed by the Associated Cycling Clubs of Omeha met and ecided upon the dates for holding Omaha's cond annual cycle show they discussed the mat er of getting some of the manufacturers to come here and exhibit, and finally de-cided to choose dates a few days later than the Denyer show so as to give manufactur-ers a chance to come from there here to exhibit. We feer now that their hopes will hardly be realized and that Omaha and Dau-ver will both have to be contented with purely local shows, as the executive com-mittee of the National Cycle Board of Trade-has flatly refused to sanction anything but iceal shows, which in each case must be held after the two national shows at Chicago and New York, next month. Cycle shows are fast becoming a source of great incon-venience and expense to manufacturers, and quite a few men and women are patiently waiting for the lat of January, who Mr. Studebaker will show his hand and wheels at the same time—so they say.

Wenience and expense to manufacturers, and will grow into a great nuisance if allowed to become too numerous, therefore the manufacturers who are members of the Cycle Board of Trade have decided to exhibit at will grow into a great nuisance if allowed to become too numerous, therefore the manu-Board of Trade have decided to exhibit at none but the two national shows, and as all

> the mild weather we are now having and ride, do not know what enjoyment ic. Put on a thick pair of gloves, short overcoat, pull your cap down over your ears and ride down to work on your wheel. You will get there quicker and enjoy it far more than riding in a crowded street car. The cold will not be noticeable.

On next Tuesday morning the special Pull-man car, "Wanderer," will arrive here from Kansas City with twelve of Morgan and Wright's traveling men aboard.

their new club room on December 28, 1895, and promises it will be an elegant affair, with an entertainment and hop.

South Carolina de line and in the South Dakista de line for if anyone happened to pick up a nail from the South Dakista de line as pedal, he was always the first one formers of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the latest blockle news from Australia. The "skeeter" has at last got in condition of the same lates of principle in the latest blockle news from Australia. The same is Don Carles, and with Wison big the latest blockle news from Australia. The same latest play in the latest blockle news from Australia. The same latest play in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and showing in the field. A. Hosps and ady north of Calboun and the same lates of the field showing in the field. A. Hosps and showing in the field. A. Hosps and showing in the field. A. Hos Zimmerman first and the others nowhere,

learned to ride a bloycle, and we may expect to hear of him administering just such a dose to the Australians. Last week he won two races, defeating Australia's swifted ridets by over thirty yards.

Hereafter we will publish each week the records passed upon and allowed by the National racing board, and those who wish to keep posted upon fecords and who holds them can paste the clippings in a scrap book and they will then have a complete list. Below will be found those allowed last work. and next Sunday we will publish all important class A and B records, both world's and

American: Ten miles, class B, paced, standing start. Ten miles, class B, paced, standing start, against time, 20 minutes 45 seconds, by William De Cardy, Lauisville, Ky., November 6.
Three-quarter mile, class B, paced, flying start, against time, 1 minute 18 1-5 meands, by C. R. Coulter, Louisville, Ky., October 4. One mile, class B, paced, flying start, against time, 1 minute 42 2-5 seconds, by Ar hur Gardiner, Louisville, Ky., October 5. One mile, class B, paced, standing start, against time, 1 minute 50 2-5 seconds, by Otto Zeigler, Jr., Louisville, Ky., Nevember 6.

One-third mile, class B, unpaced, stand-One-third fills, class B, impaced, stand-ing start, against time, 43 seconds, by S. C. Cox, Louisville, Ky., November 2. Two miles, professional, unpaced, flying start, against time, 4 minutes 29 peconds, by A. F. Senn, Louisville, Ky. Ten miles, class B, tandem, paced, flying

start, against time, 20 minutes 54 1-5 sec-ends, by John Lund and H. Van Heriek, November 5 at Louisville, Ky, Five miles, professional, tandem, unpaced, flying stort, against time, 11 minutes 14 3-5

Ayang stort, against time, It minutes is 3-3 seconds, by Charles Kindervatter and Hugh Caperton November 2 at Louisville, Ky.

One mile, class A. tandem, unpaced, flying start, against time, 2 minutes 3 seconds, by N. A. Benson and Hardy Downing, San Jose,

Cal., October 23.

Three miles, professional, unpaced, flying start, against time, 7 minutes 16 2-5 seconds, by A. F. Senn, Utlea, N. Y., October 18.

Five miles, professional, unpaced, flying start, against time, 11 minutes 22 1-5 seconds, by A. F. Senn., Utlea, N. Y., October 18. ber 18. Der 18.

Two miles, class B, paced, flying start against time, 3 minutes 48 1-5 seconds, by S. E. Cox, Louisville, Ky., November 7.

One mile, professional, paced, standing start, against time, 1 minute 50 1-5 seconds.

by John S. Johnson, Louisville, Ky., No. Two miles, class A, unpaced, flying star! against time, 4 minutes 38 3-5 seconds, by Harry Clark, Denver, Colo, November 11.

Three miles, class A, unpaced, flying start, against time, 7 minutes 18-1-5 seconds, by Harry C. Clark, Denver, Colo., November 5. Four miles, class A, unpaced, flying start against time, 9 minutes 56-1-5 seconds, by Harry C. Clark, Denver, Colo., November 5. Five miles, class A record, unpaced, flying tart, against time, 12 minutes 34 2.5 seconds by Harry C. Clark, Denver, Colo., No-

Now that the national racing circuit is oned and with it the p ason for competitive work in 1805, exact results and averages for the year are in order. None, it is certain, an of greater interest than the record of E, C. Bald of the Columbia team, who has proved by his astonishing success upon the track his ability to defeat the fastest men in the world. The remarkable feature of Bald's work, aside from his ability to win, is the splendid average in time made. In mile events, which remarks to be his favorite distance and of which pasmo to be his favorite distance, and of which he has wen thirty-six of the fifty-five in which he statted, during this reason his time averaged exactly 2:1034 for each of the thirtysveraged exactly 2:10% for each of the thirty-six races won. Nothing like an average of this kind was ever dreamed of before the "Cannon Ball" relief it up, and the figures challenge investigation. His fastest mile was 1:551-5, at Denvey, October 18, and his slow-st 2:32 2-5, at Waltham, September 14. During the season Bald has competed in 102. races, winning sixty-three of these, fifty-three on the circuit and ten off the circuit. He has won nineteen second prizes and eleven third prizes, been fourth five times, fifth one time. and was three times unpisced, each time in handleap races, when he started from the scratch. In half-pile events he was propertionately less fortunate than in mile racts, winning tweive out of the twenty-one in which he competed. Bald's list of winnings includ's three of this year's national cham-Plonships, the quarter and falf miles won at Asbury Park, and the one mile won at Derver rek for the season collectively considered is beyond question the most notori

us record of individual success on the racing path yet chronicled in the history of cycling. In hidding for popular favor with the fection of running gear is certain of securing recognition. The general lines of frame construction have been developed into such a state of perfection that it is practically im possible to determine in what direction they can be improved, and as the general public proughly understands that to be the case, he buyer of the coming season will scrutinize note closely than ever the qualities of running gear. The problem of solving the in-tricacies of this much discussed feature of und expensive one, and the manufacturer to basin the best results is, legically, the one having the greatest resources for experiment actical test. Riders will exercise much nore discrimination in the future than in the is reasonably sure of extensive cales.

With the ladies taking such an active part in the passime of cycling, they may profitably be considered in connection with any of the entertainments of the clubs, especially as they are capable of contributing their chare of it. An effort at originality should be made in the schetten of whater entertainments, having in view at all times the object of bringing the members into closer companionships and friendships, thus keeping them in touch with

To the non-cycling public there is no branch of the sport which is so puzzling as the various records which, from day to day, throughout the season, are lowned. When it is explained that there are 15,596 records, which, under the existing order of affairs are reasonable, it will readily be seen that by giving the matter some thought any rider may be great showing at the trap next season. the matter some thought any rider may buble to select one at some distance which b on shatter. It has been stated that there not exiant today a correct table of all cossible cycling records, and that any one aiming to possess one may be put to con-sion by persons proving him in error in ertuin particulars.

There are signs of approaching revival in ong-distance racing, owing to the number of min who fancy themselves over a bit of gound, but who have not trained for the wonderful sprint, which is now considered the chief stock in trade of the crack racing man. Many riders are capable of sustaining a fast act for mile after mile, and in five or ten miles could possibly fide some of the sprint-rs to a standatill, and it is from this large class that the ranks of the long-distance men would be recruited. The number of man who will seek honors on the path next season will be a large one, and all classes of races chould or provided.

AT THE TRAP AND IN THE FIELD. Gossip for the Lovers of the Fowling Piece.



LTHOUGH the weather has been extremely unfavorable on account of the cold and wind, the quall hunters have not been idle and during the past ten days some

and thinks he has a prize. The dog is liver-colored and rather small, but handles himself well and is as staunch as a stone.

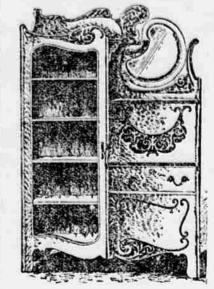
DEWEY & STONE

FURNITURE CO.,

Christmas.. Novelties.

Bookcases.

1515-1517 FARNAM ST.



This Bookcase \$15.50 in curley birch We show some nice things in this line from \$6.50 up.

Dressing Tables, Parlor Cabinets, Parlor Stands, Scrap Baskets, Music Cabinets, Easy Chairs, Shaving Cases,

Pedestals,

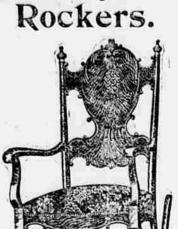
Dining Tables. STORE WILL BE OPEN EVENINGS UNTIL CHRISTMAS.

Couches and Lounges



They range from \$5.00 to \$150.00. Made in Corduroy, Leather, Velour or Tapestry. We make any style, price or color.

Fancy



\$2.50 to \$20.00 27 designs over Stuffed Leather, \$12.00 to \$80 00 \$1.50 to \$45.00 65 designs in Rattan, \$2.00 to \$18.00

selection. Lady's Desks.

Banquet

We have some beauties

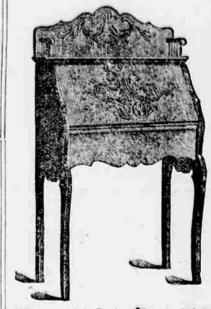
and they must be sold be-

fore Christmas. This means

a low price will move them,

better call early and make

Lamps.



This solid Oak \$4.50

Over 100 patterns up to \$85.00 each.

Parlor Tables, Brass Bedsteads, Fancy Stools, Divans or Sofas, Chiffoniers, Cheval Glasses, Hall Racks,

> STORE WILL BE OPEN EVENINGS UNTIL CHRISTMAS.

Sideboards,

Onyx Tables.

and Theodore Wiseman left last evening for | Kan., has reached my table. The current | a day's shoot in the vicinity of Benning-

The Canadas still linger in favorite locali-Asbury Park, and the one mile won at Delver.

Three times during the year he has held the world's competitive record for the mile, bringing it down on successive occasions to 204, 1:581-5 and 1:551-5. Bald holds track, that eard local records to numerous to mention and his work for the season collectively long and his work for the season collectively.

The photographs of the Omaha Gun club and right five, and oblige a constant reader? are on exhibition in Parmelee's window in the -L. H. shape of a huge frame containing the club's Ans.cycling public in 1896 the bicycle maker who entire roster. The pictures were taken by devoted his improvements to the per-fection of running gear is certain of securing member, and to say that he has turned out

Wild geese and ducks, so a friend writes me from California, are very destructive to crops out that way, and the rancies are of the opinion that the grain interest to that state is by far more valuable than the wild game which is being preserved, so as to afford enricacies of this much discussed feature of shooting. In Colusa and Tehama counties the yele construction is necessarily a difficult farmers expend thousands of dollars each winter in the employment of men, whose only occupation is harding geese and ducks, few years ago the amount of damage done yearly on the famous Glenn ranch alone by these birds was something over \$20,000. The past, and the mak'r who recognizes this fact ducks proved far more destructive than the grees, because they flocked on the fields at night in thousands, and at their departure in he morning acres of young, budding grain had been plucked by those nocturnal victors, much to the chagrin of the farmer, who has ecullar ideas regarding the recent introduction of wild duck preserves in that part of

plumbing firm of Balfs & Read, has just imported through Parmeles one of the hand-somest fowling pieces ever owned in Omaha Jack Demps

Frank Parmelee and Jim Smead put in a day or two out on the Elkhorn last week. They found a good many birds, and that of course, that these two crack shots made a big bag.

The return team match between the Omaha and Council Bluffs Gun clubs is being arranged, and will probably be shot, the weather permitting, some day this week.

A lot of gunners were congregated about

the stove in the Cross gun store the other evening, when Ed Hamilton, proprietor of the big shooting lodge in Deuel county, rebig shooting lodge in marked: "Did you ever give a thought to the fact that in duck shooting the greater part of a charge of shot goes behind the bird shot at? I cannot give any proof of this statement, but it stands to reason that more birds are missed because of the load going behind the state billed by coming in contact with the are missed because of the load going behind than are killed by coming in contact with the charge. It is astonishing the allowance that must be made frequently at certain birds to make sure of them. The canvasback, for in-stance, is a most deceptive bird when on the wing. He appears to be going comparatively slow, but if you will note the difference in speed when he is joined by a widgeon, sprig or mailard in a race to some particular inr mallard in a race to some particular is callty then you will have an idea of the disroyal chaps when quartering shots are presented. The teal is another puzzling member of the duck family when he is behind time in his journey to some favorite feeding ground. Most teal are missed by under-shooting them. The The Omaha Turner Wheel club is making great preparations for the opening night of days' shoot on the Elkhorn near Hooper and of man, and to stop a blue or green winged tht of days' shoot on the Eikhorn near Hooper and 1895. brought in eighty-five quail. Mr. Davies, by the way, imported an English pointer last fall snap-shooting will always give the better result, as they very quickly get out of range of lead. The sprig is easily missed when dropping into a pond. His erratic way of

number is exceedingly interesting with its "Reminiscences of a Sportsman," "Deer and Gose Sheeting," "A Boyhood Hunt," and take our Testine, three times daily. Take

Questions and Answers. SOUTH OMAHA, Dec. 8.—To the Sporting Editor of The Bee: Please inform me in next Sundays Bee who wins in a game of high five where A has 48 and B has 50. A bids. A gets high, jack, game and off 5, B gets low

SEWARD, Neb., Dec. 10 .- To the Sporting Editor of The Bee: In flipping a colu, which side would you call heads? Please answer in Sunday's Bee:-Wm. Royer.

Ans.—Side with the date on.

ASHLAND, Neb., Nov. 30.—To the Sporting Editor of The Bet: Please answer in Sunday's Bee how much a man must weigh o be a heavyweight?-O. T. Hunter

Ans.—One hundred and sixty.

HIAWATHA, Kan., Dec. 8.—To the Sporting Editor of The Bee: Will you please answer in your next Sunday's B e whether there is any such thing as a straight in a game of poker, that is, an acc of clubs, deuce of diamonds, tray of clubs, etc.; a mixed hand. If so, how does it stand in value?—

Ans .- (1) It blats three of a kind and all of The Bee: In the first round in a game of high five, is the bidder compelled to lead trumps? Who is best authority on high five? Please answer in Sunday's Be

Subscriber. Ans.—(1) No. (2) I am. KANSAS CITY, Dec. 11.—To the Sporting Editor of The Bee: To d cide a bet please give the names of both Corbett's and Mitch il's esquires in their fight at Jacksonville?

Ans.-Corb tt's seconds were Billy Delaney Jack Dempsey, John Donaldson and Billy McMillan, Jim Hall, Pony Moore, Tom Allen and Sieve O'Donnell acted for Mitchell. Editor of The Bee: A, B, C and D are playgun in the world. The numerous friends of the "Plumber" as Mr. Rend is exclusively known in shorting, expect him to make a great showing at the true next season. run the cards again and turned a spade. This is in regular order. Question: Can A and B throw spade aside and continue to turn for some other trump without consent of C and D who are interested in the game? (2) Alse this: A and B are playing pitch, ten points for game. A has nine, B has seven. B bids three and makes low, Jack and game, while A makes high. A claims game because he went out with high, as first count. B claims game because he made what he bid. Which wins the game?—A Reader.
Ans.—(1) Yes. (2) The bidder goes out.

GRAND ISLAND, Dec. 9.—To the Sporting Editor of The Bee: What is your estimate at to the length of time it will take a wax candi-to burn steadily that is six feet high and three and one-half inches in diameter, will quarter-inch wick? Hoping to hear from you scon, I remain-J. R., Rosm No. 6, Security Ann.-I haven't a candle six feet high to my

OMAHA, Dec. 13 .- To the Sporting Edito of The Bee: Please give me information in The Sunday Bee: If the progressive high five parties change partners as they move up and especially at the king table?-Subscribe

Ans.-At all but the "king" table. EVEN WITH THE PORTER.

Senator Wilson Astonished the Sable Servitor in a Pullman Car. It isn't often that a traveler gots shead of the Pullman car porter, but il does happen

Staator Wilson of Washington did the thing up is fine shape on one of his long rides from Spokane to this city, relates the Washington Star, and the porter doesn't ye understand how he lost his bet. The sena'or is an inveterate sucker, and having run short of matches, colled to the porter: "Got any matches, Tom?"
"Yes, sir," replied Tem, producing a box from his pooker; "You can't light the

from his pocket. 'You can't light the match unless you strike it on this box.'

The senator lit bis cigar, and while smoking, pondered long over the make-up of the rough black coating on one side of the box. He knew the match could not be made to strike a light except upon that particular sandpaper.

At one of the ptations he procured one of

At one of the portions or broad the smok-these boxes, and guing back into the smok-ing room of the car, moistened the sandad side of the box until it was quite soft, then rubbed it gently on the sole of his best until rubbed it gently on the sole of his boot until the sticking substance, with the sand, was

THE DOCTOR'S ADVICE.

other well-written stories of the glories of the chase.

Dr. J. S. B., Lancaster, Pa.—Give Gastrine and Natrolithic Salts. No. for a week; then our Thyroldine, extract of the thyroid gland, three times daily; Natrollthic Salts once a week.

L. C.—The fingers of my left hand seem to have no strength. I cannot close my hand and suffer a great deal of pain.

Take our Medulling, extract of the spinal

cord, three times daily. THE DOCTOR.

The above preparations and other specialties of the Columbia Chemical Co., Washington, D. C.

ANIMAL EXTRACTS. and NATROLITHIC SALTS. At all Druggists. Send for Literature Sold by Kuhn & Co., 15th and Douglas.

Are You Toothless? I will made you a New Set

for \$5.00 Fit Guaranteed.

DR. WITHERS, 4th Floor 16th and Douglas.

BREAKFAST - SUPPER CRATEFUL-COMFORTING BOILING WATER OR MILK.



transferred to the leather; then he waited au'il it was thoroughly dried, and called I want another match, Tom; my eigar

"Yes, sir," responded the porter, getting out his box again.
The senator took a match, and handing the hox back turned up the sole of his boot.
"Ha! ha! Mr. Wilson." laughed the colored on; 'no use scratching it on your boot-ou can't light it there."
"Oh, I guess I can," said the senator,

"Bet you a dollar you can't" said the

"Put up your dollar," and Mr. Wilson. "Make it \$2," said the colored official, "Hero's two-and as much more as you te." assented the senstor, pleasantly.
'Holy smoks!" chucklid the broom swinger. "This is too easy; softest snap I've struck this scasen," and his looks change was in-scantly emptied on one of the chair cushions. The senator counted out an equal amount, an turned up the sole of his left boot.

Brawing the match across the prepared place it blazed readily, and he calmly lighted his The porter dropped his broom in amazement, while the senator quietly gathered in the pile of haives and quariers, remarking to a fillow traveler:
"Tom has robbed me of a good many of these pocket pieces, and this is the first

chance I ever got to get even with him." One Minute Cough Cure is a popular remedy for croop. Safe for children and adults.

The Landon Labor Gazette for October contains an article on the wages of the manual labor classes of the United Kingdom, in which is given the average rate for men at \$6.62 per week; women, \$3.04; lada, \$2.14. and girls, \$1.52.